Commercial.

THIS DAY.

4 o'clock p.m.

Business still remains quiet in the Share Market. Banks are slightly weaker, and are now offering at 188 premium. China Sugars are also a shade weaker and have changed hands at 138 per share for the end of the month. No other transactions came under our notice.

SHARES.

Hongkong and Shanghai Bank— ... ...
Hongkong and Shanghai Bank—New Issue } 188 per cent. premium, sellers.
Union Insurance Society of Canton—$625 per share, buyers.
China Traders' Insurance Company—$73 per share, buyers.
North China Insurance—Tls. 1,450 per share.
Canton Insurance Company, Limited—$108 per share, buyers.
Yangtsze Insurance Association—Tls. 1015 per share, sellers.
Chinese Insurance Company—$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$352½ per share, buyers.
China Fire Insurance Company—$375 per share.
Hongkong and Whampoa Dock Company—58 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$49 per share, premium, sellers.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.
China Sugar Refining Company, Limited—$138 per share.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$80 per share, sellers.
Hongkong Ice Company—$155 per share, sellers.
Hongkong and China Bakery Company, Limited —$80 per share, buyers.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7⅞
Bank Bills, on demand 3/8
Bank Bills, at 30 days' sight....................3/8⅛
Bank Bills, at 4 months' sight....................3/8⅛
Credits, at 4 months' sight....................3/8⅜
Documentary Bills, at 4 months' sight 3/8⅜
ON PARIS.—
Bank Bills, on demand ....4.63.
Credits, at 4 months' sight ....4.71.
ON BOMBAY.—Bank, T.T....................223
ON CALCUTTA.—Bank, T.T....................223
On Demand 223½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73½

EXPORT CARGO.

Per *Amazone*, str., for Continent.—2,363 bales Silk, 357 bales Waste Silk, 38 bales Cocoons, 2 cases Pongees, 18 cases Silks, 2 cases Silk Worms Eggs, 136 packages Tea, and 639 packages Sundries. For London.—603 bales Silk, 5 bales Waste Silk, 4 cases Silks, 911 boxes Tea, 925 packages Tea, and 483 packages Sundries.

OPIUM MARKET.—THIS DAY.

NEW MALWA ....per picul, $535
(Allowance, Taels 72.)
OLD MALWA ....per picul, $575
(Allowance, Taels 72.)
NEW PATNA, high touch (without choice) per chest $575
NEW PATNA, high touch (first choice) per chest.................... $577½
NEW PATNA, high touch (bottom) per chest $580
NEW PATNA, high touch (second choice) per chest $572½
NEW PATNA, low touch (without choice) per chest $572½
NEW PATNA, low touch (first choice) per chest.................... $575
NEW PATNA, low touch (bottom) per chest $577½
NEW PATNA, low touch (second choice) per chest $570
OLD PATNA, per chest $592½
NEW BENARES, high touch (without choice) per chest $560
NEW BENARES, high touch (bottom) per chest.................... $565
NEW PERSIAN (best quality) per picul, $485 @ $525
OLD PERSIAN (best quality) per picul, $375 @ $400
OLD PERSIAN (second quality) per picul, ...$265 @ $325

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER).

YESTERDAY.

Barometer—1 P.M. 30.098
Barometer—4 P.M. 30.075
Thermometer—1 P.M. 81
Thermometer—4 P.M. 81
Thermometer—1 P.M. (Wet bulb) 75
Thermometer—4 P.M. (Wet bulb) 75

TO-DAY.

Barometer—9 A.M. 30.176
Barometer—1 P.M. 30.118
Thermometer—9 A.M. 79
Thermometer—1 P.M. 80
Thermometer—9 A.M. (Wet bulb) 74
Thermometer—1 P.M. (Wet bulb) 74
Thermometer—Maximum 81
Thermometer—Minimum (over night) 77

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	HONGKONG		AMOY.		SHANGHAI.		MANILA.	
	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.	Previous day at 4 P.M.	On date at 10 A.M.
Barometer	30.11	30.16	30.00	30.03	30.05	30.18	30.08	30.01
Therm'ter attached	81.0	81.0	83.0	78.0	78.0	67.0	81.1	85.0
Direction of Wind	E	E	NE	NE	S	N	W	NW
Force	4	6	2	1	2	5	1	2
Dry Thermometer	80.0	80.0	—	—	77.5	66.5	86.6	87.0
Wet Thermometer	72.5	73.0	—	—	72.0	64.0	79.1	79.4
Weather	bc	bc	—	—	c	o	b	cb
Hour's Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent.—State of Weather, *B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification. Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24 the quantity of water fallen indicated in inches, tens and hundreds.

Shipping.

ARRIVALS.

ATALANTA, German steamer, 783, R. G. Pfaff, 23rd October,—Chefoo 17th October, Beans. —Siemssen & Co.
OLYMPIA, German steamer, 783, E. Christiansen, 23rd October,—Saigon 18th October, Rice. —Siemssen & Co.
ALBAY, British steamer, 366, F. D. Goddard, 24th October,—Taiwanfoo 20th Oct., Amoy 22nd, and Swatow 23rd, General.—D. Lapraik & Co.
LIBAN, French steamer, 1,704, Labie, 24th Oct., —Saigon 19th October, General.—Captain.

CLEARANCES AT THE HARBOUR OFFICE.

Ajax, British steamer, for Shanghai.
Gravina, Spanish steamer, for Manila.
Fooksang, British steamer, for Shanghai.

DEPARTURES.

October 24, *Moray*, British steamer, for Saigon.
October 24, *Ningpo*, British str., for Shanghai.
October 24, *De Bay*, British steamer, for Nagasaki.
October 24, *Ajax*, British str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Olympia*, str., from Saigon.—18 Chinese.
Per *Albay*, str., from Taiwanfoo, &c.—19 Chinese.

DEPARTED.

Per *Amazone*, str., from Hongkong.—Mr. and Mrs. Kent, and 7 Chinese, for Saigon. For Singapore,—Messrs. A. J. Rodrigues and Chinese assistant, T. Goodwin, Schepens, and P. Rothenbusch. For Port Said.—Mrs. Pemanskaja. For Marseilles.—Messrs. H. Nielsen, Mackien Smith, and Fransche. From Shanghai.—Mr. and Mrs. Flesch, Mr. and Mrs. Dillon, 2 children, and servant, Miss E. Gannivet, and Mr. G. Harting, for Marseilles. From Yokohama.—Messrs. James Smith, Thomas Purdey, Samuel Porter, and H. Rook, for Marseilles.
Per *Ningpo*, str., for Shanghai.—2 Europeans and 50 Chinese.
Per *Moray*, str., for Saigon.—50 Chinese.
Per *Ajax*, str., for Shanghai.—2 Europeans.

TO DEPART.

Per *Gravina*, str., for Manila.—3 Europeans.
Per *Fooksang*, str., for Shanghai.—30 Chinese.

REPORTS.

The German steamship *Olympia* reports left Saigon on the 18th instant. Had fresh East and N.E. winds and moderate sea.

The German steamship *Atalanta* reports left Chefoo on the 17th instant. Had light N.E. breeze the first part; thence had strong Southerly winds to Baren Island; thence had fresh N.E. winds to port.

The British steamship *Albay* reports left Taiwanfoo on the 20th instant, Amoy on the 22nd, and Swatow on the 23rd. From Taiwanfoo to Amoy had moderate monsoon and fine weather. From Amoy to Swatow had fresh to moderate monsoon and fine weather. From Swatow to port had fresh monsoon and cloudy weather. In Amoy the steamships *Too-nan* and *Camorta*. The steamship *Chefoo* left the same day, bound North. In Swatow the steamships *Rajanattianukar*, *Hoihow*, *Kwongsang*, *Greatham Hall*, and *Yehsin*.

AMOY SHIPPING.

October— ARRIVALS.
10, China, German steamer, from Tamsui.
11, Fokien, British steamer, from Hongkong.
11, Kwangtung, British str., from Foochow.
11, Ino, German bark, from Kobe.
11, Albay, British steamer, from Taiwanfoo.
12, Lusitania, German steamer, from Swatow.
12, Douglas, British steamer, from Hongkong.
12, Seewo, British steamer, from Shanghai.
13, Don Juan, Spanish str., from Hongkong.
14, Namoa, British steamer, from Hongkong.
14, G. of Lorne, British str., from Shanghai.
14, Esmeralda, British steamer, from Manila.
14, Lucky, Siamese bark, from Shanghai.
15, Hailoong, British steamer, from Tamsui.
15, Brunette, British bark, from Shanghai.
15, Milton, Norwegian bark, from Kobe.
16, Strathleven, British str., from Shanghai.
16, Nanzing, British steamer, from Swatow.
16, Duburg, British steamer, from Swatow.
16, Hilda Maria, German bark, put back.
17, Douglas, British steamer, from Foochow.
17, Albay, British steamer, from Hongkong.
17, Fokien, British steamer, from Tamsui.
17, Tiong Seng, Chinese gunbt., from F'chow.
18, Seewo, British steamer, from Swatow.

October— DEPARTURES.
10, Whampoa, British steamer, for Swatow.
11, Sin Nanzing, British steamer, for Taiwan.
11, Fokien, British steamer, for Tamsui.
11, China, German steamer, for Hongkong.
11, Kwangtung, British steamer, for Swatow.
12, Albay, British steamer, for Hongkong.
12, Douglas, British steamer, for Foochow.
12, Lusitania, German steamer, for Shanghai.
13, Ling-feng, Chinese steamer, for Formosa.
13, C. Hock Kian, British steamer, for Swatow.
13, Seewo, British steamer, for Swatow.
14, Auguste, British 3-m. sch., for N'chwang.
15, Don Juan, Spanish steamer, for Manila.
15, Namoa, British steamer, for Foochow.
16, Chin-hai, Chinese gunboat, for Foochow.
16, Esmeralda, British steamer, for Hongkong.
16, Hailoong, British steamer, for Tamsui.
16, Nanzing, British steamer, for Shanghai.
16, Galley of Lorne, Brit. str., for Hongkong.
17, Ling-feng, Chinese gunboat, for a cruise.
17, Douglas, British steamer, for Swatow.
17, W. Siegfried, British bark, for Keelung.
18, Ino, German bark, for Newchwang.
18, Albay, British steamer, for Taiwanfoo.

VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN, CHINA, AND MANILA.

Bowen (s.)	Foochow	Aug.	13
Breconshire (s.)	Foochow	Aug.	13
Isla de Panay (s.)	Manila	Aug.	7
Stentor (s.)	Shanghai, &c.	Aug.	7
Nicoline	Manila	Aug.	9
Belgic (s.)	Hankow	Aug.	10
Lucia	Hongkong	Aug.	22
Radnorshire (s.)	Japan	Aug.	24
Valencia (s.)	Manila	Aug.	27
Catherina II. (s.)	Hankow	Aug.	29
Glaucus (s.)	Shanghai, &c.	Sept.	2
Isla de Mindanao (s.)	Manila	Sept.	3
Orestes (s.)	Shanghai	Sept.	6
Benlarig (s.)	Foochow	Sept.	6
Pacako (s.)	Yokohama	Sept.	7
Amerique (s.)	Shanghai, &c.	Sept.	8
Glenfalloch (s.)	Shanghai	Sept.	11
Aberdeen (s)	Foochow, &c.	Sept.	12

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Sachem	Cardiff	June	12
Theodor Ruger	New York	June	15
Comet	Cardiff	June	23
Elizabeth	Penarth	July	1
Jupiter	Cardiff	July	13
Osaka	London	July	30
Willy	Cuxhaven	Aug.	6
Fotomi Maru (s.)	Antwerp	Aug.	9
Wilhelm Homeyer	London	Aug.	10
Liban (s.)	London	Aug.	11
Sarpedon (s.)	Liverpool	Aug.	21
Stamboul (s.)	Marseilles	Aug.	31
Dakota	Cardiff	Sept.	4
Charlotte	Cardiff	Sept.	7
Andromeda	Cardiff	Sept.	7
Telemachus (s.)	London	Sept.	11

Post Office.

A MAIL WILL CLOSE

For Hoihow and Haiphong.—Per *Saltee*, to-morrow, the 25th instant, at 8.30 A.M.
For Swatow and Bangkok.—Per *Danube*, to-morrow, the 25th instant, at 11.30 A.M.
For Shanghai.—Per *Fooksang*, to-morrow, the 25th instant, at 2.30 P.M.
For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per *Whampoa*, to-morrow, the 25th instant, at 3.30 P.M.
For Swatow, Amoy, & Foochow.—Per *Namoa*, to-morrow, the 25th instant, at 5 P.M.
For Saigon.—Per *Gordon Castle*, to-morrow, the 25th instant, at 5 P.M.
For Nagasaki and Kobe.—Per *Takachiho Maru*, on Friday, the 26th instant, at 3.30 P.M.
For Amoy and Taiwanfoo.—Per *Albay*, on Friday, the 26th instant, at 3.30 P.M.
For Straits, Colombo, and Bombay.—Per *Berenice*, on Saturday, the 27th instant, at 11.30 A.M.
For Singapore, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c., &c.—Per *Euxine*, on Monday, the 29th instant, at 4.30 P.M.
For Nagasaki, Hiogo, and Yokohama.—Per *Khiva*, on Thursday, the 1st November, at 11.30 A.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "ARABIC," will be despatched on THURSDAY, the 25th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
At 2.15 P.M. Registry ceases.
At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, F. Thiesen, 20th October,—Canton 19th October, General,—Wieler & Co.—Kowloon Dock.
ARABIC, British steamer, 2,787, W. G. Pearne, 16th October,—San Francisco 15th Sept., and Yokohama 9th Oct., Mails and General. —O. & O. S. S. Co.
ARRATOON APCAR, British steamer, 1,392, A. B. Mactavish, 22nd October,—Calcutta 7th October, Penang 13th, and Singapore 16th, Opium, Saltpetre, and Sundries.—D. Sassoon, Sons & Co.
BELLONA, German steamer, 780, W. Schaefer, 20th October,—Saigon 14th October, Rice and Paddy.—Siemssen & Co.
BERENICE, Austro-Hungarian steamer, 1,707, P. Crillowick, 20th October,—Trieste 1st Sept., and Singapore 13th October, General.—Melchers & Co.
CATTERTHUN, British steamer, 1,480, F. Binstead, 3rd October,—Sydney 10th Sept., and Port Darwin 23rd, General.—Gibb, Livingston & Co.—Kowloon Dock.
CHINA, German steamer, 648, Schoer, 13th Oct., —Amoy 11th October, General.—Yuen Fat Hong.
CHINTUNG, Chinese steamer, 835, Winsor, 21st October,—Newchwang via Chefoo 14th October, Beans.—C. M. S. N. Co.
DANUBE, British steamer, 561, J. Newton, 19th October,—Bangkok 11th October, Rice and General.—Yuen Fat Hong.
EUROPA, German steamer, 1,003, John Schade, 20th October,—Saigon 16th October, Rice. —Melchers & Co.
DOUGLAS, British steamer, 982, S. Ashton, 19th October,—Foochow 16th October, Amoy 17th, and Swatow 18th, General.—D. Lapraik & Co.
EMUY, Spanish steamer, 410, Rementeria, 30th June,—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
EUXINE, British steamer, 988, J. B. Peters, 15th October,—Kuchinotzu 9th October, Coals. —Russell & Co.
GORDON CASTLE, British steamer, 1,320, W. Waring, 17th October,—Saigon 12th Oct., Rice and Paddy.—Gibb, Livingston & Co.
GRAVINA, Spanish steamer, 398, Echevaria, 12th Sept.,—Manila 8th Sept., Ballast.—Remedios & Co.—Kowloon Dock.
HAINAN, British steamer, 281, J. Woone, 20th October,—Haiphong 16th October, Pakhoi 17th, and Hoihow 19th, General.—Afong & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June,—Touron 15th June, General.—Chinese.
NAMOA, British steamer, 862, Geo. Westoby, 23rd October,—Foochow 18th Oct., Amoy 19th, and Swatow 22nd, General.—D. Lapraik & Co.
PEKING, British steamer, 954, Heuermann, 3rd October,—Canton 2nd October, General.—Siemssen & Co.—Cosmopolitan Dock.
SALTEE, French steamer, 323, Aranguren, 21st October,—Haiphong 19th October, General. —A. R. Marty.
TAKACHIHO MARU, Japanese steamer, 1,401, C. Nye, 21st October,—Kobe 14th October, and Nagasaki 16th, General.—Mitsu Bishi M. S. S. Co.
THALES, British steamer, 820, T. G. Pocock, 20th October,—Kudat, and Sandakan 14th October, Firewood and General.—D. Lapraik & Co.
TROMP, Dutch steamer, 137, A. S. Roe, 11th October,—Celebes 27th Sept., General.—Gee Cheong Hong.
VICTORIA, British steamer, 1,554, J. B. Shield, 22nd October,—Antwerp, and Saigon 18th October, General.—Thos. Howard & Co.
WHAMPOA, British steamer, 1,109, J. E. Williams, 23rd October,—Foochow 21st Oct., Tea.—Butterfield & Swire.

SAILING VESSELS.

ASTERIA, British brig, 211, Samuel Cox, 26th September,—Normanton (North Queensland) 18th Sept., Ballast.—Captain.
CHARLES BAL, British ship, 1,431, W. J. Watson. 16th September,—Cardiff 6th May, Coals.—Russell & Co.
GOLIAH, Siamese bark, 542, Roche, 10th Oct., —Whochin 16th September, Wood.—Order.
GUSTAV & OSCAR, German ship, 1,312, G. Seemann, 9th October,—Cardiff 1st June, Coals. —Melchers & Co.
HAYDN BROWN, American bark, 822, C. H. Hevener, 15th Oct.,—Newcastle, N.S.W., 1st August, Coals.—Russell & Co.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.,—Nagasaki 23rd August, Coal.—Captain.
J. A. BORLAND, American bark, 635, N. A. Kent, 8th September,—Newcastle 6th July, Coal.—Russell & Co.
LOTHAIR, British bark, 800, Dester, 23rd Sept. —London 27th May, General.—Russell & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.,—Whampoa 31st Dec., General.—Captain.
MAGIC, British schooner, 214, White, 20th Aug. —Newchwang 25th July, Beans.—Arnhold, Karberg & Co.
MARIE, German bark, 430, Thomaschewsky, 27th August,—Swatow August 10th, Ballast. —Siemssen & Co.
MARIE LOUISE, German bark, 442, A. Ericksen, 8th October,—Singapore 15th September, Timber.—Chinese.

HONGKONG—SAILING VESSELS.

Continued.

MELBREK, British bark, 867, H. Lightbody, 29th September,—Cardiff 7th June, Coal.—Messageries Maritimes.
MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 12th Oct.,—Whampoa 11th Oct., General.—Rozario & Co.
SEA RIPPLE, British barkentine, 182, A. Rickers, 24th Sept.,—Freemantle 19th August, Sandalwood.—Siemssen & Co.
SILVER EAGLE, British bark, 908, S. Richards, 31st August,—London 9th May, General.—Arnhold, Karberg & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July,—from Chungchow.—W. H. Ray.
S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.,—Bangkok 25th August General.—Chinese.
THREE BROTHERS, British bark, 366, Kahlcke, 1st Sept.,—Quinhon 25th August, General. —Ee Tye Hong.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June,—Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
WALLS CASTLE, British bark, 626, Kennett, 23rd October,—Guinayangan 28th Sept., Wood.—Lane, Crawford & Co.
WILDWOOD, American bark, 1,099, Chas. P. Sawyer, 23rd Sept.,—Nagasaki 14th Sept., Coal.—M. B. M. S. S. Co.
WM. MANSON, British bark, 366, H. Kindred, 1st October,—Newchwang 18th September, Beans.—Russell & Co.
WRECKER, American lorcha, 55, Henderson, 16th July,—Guap Island 1st June, General. —Blackhead & Co.
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August,—Cardiff 4th April, Coals.—P. & O. S. N. Co.

CANTON.

FOOKSANG, British steamer, 990, Hogg, 20th October,—Shanghai 17th October, General. —Jardine, Matheson & Co.
HWAI-YUEN, Chinese steamer, 984, Wilson, 21st October,—Shanghai 18th October, General. —C. M. S. N. Co.

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steam-boat Co.
Kiung-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 527, A. Benning. —Hongkong, Canton, & Macao Steam-boat Co.
Yot-sai, British steamer, 180, Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 19th October, 1883.

Brunette, British bark, 375 (Turnbull)—H. A. Petersen & Co.
Chateaubriand, British bark, 409 (Fdwards)—H. A. Petersen & Co.
Helene, German bark, 250—Boyd & Co.
Hermine, Swedish bark, 289 (Lonngren)—H. A. Petersen & Co.
Hilda Maria, German bark, 275 (E. Tennis)—Pasedag & Co.
Lucky, Siamese bark, 425 (Siqueira)—Dauver & Co.
Meridian, Siamese bark, 345 (Kruse)—Pasedag & Co.
Milton, Norwegian bark, 467 (Kroger)—H. A. Petersen & Co.
Walter Siegfried, British bark, 394 (Hansson)—Pasedag & Co.

FOOCHOW.

In Port on 13th October, 1883.

Kristina Nilsson, American brig, 297 (Thomson) —Russell & Co.

SHANGHAI.

In Port on 17th October, 1883.

Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Chloris, German bark, 334 (Matzun)—Arnhold, Karberg & Co.
Daniel, German bark, 716 (Vorzt)—Gipperich & Burchardi.
Earl of Elgin, British bare, 979 (Morrison)—S. C. Farnham & Co.
Galveston, German bark, 619 (Stunkel)—Master.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Otto, German ship, 1,205 (Foltmasson)—C. & J. Trading Co.

NAGASAKI.

In Port on 13th October, 1883.

Batavia, British bark, 366 (Oberg)—Master.
Hedvig, British bark, 362—Master.
Hugo & Otto, Norwegian bark, 370 (Koedt)—Holme, Ringer & Co.
Kanagawa Maru, Japan. bark, 1,184 (Eckstrand) —M. B. M. Co.
Kolga, British bark, 359.—Holme, Ringer & Co.

YOKOHAMA.

In Port on 12th October, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
Bride, British bark, 300 (Sutherland)—H. MacArthur.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Gloaming, British ship, 1,498 (Densmore)—C. & J. Trading Co.
Guam, British schooner, 294 (Marns)—Master.
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.

MANILA.

In Port on 1st October, 1883.

Amoy, German schooner, 385—Smith, Bell & Co.
Auguste, Frenche bark, 870—Peele, Hubbell & Co.
Bowfell, British ship, 1,002—Ker & Co.
Cyprus, British ship, 1,392—Peele, Hubbell & Co.
Elise, German ship, 1,348—Macleod & Co.
Granlee, American ship, 1,295—Peele, Hubbell & Co.
H. A. Litchfield, American bark, 638—Peele, Hubbell & Co.
H. Bremer, German schooner, 332—Smith, Bell & Co.
Ida, British bark, 658—Holliday, Wise & Co.
John Nicholson, British bark, 685—W. F. Stevenson & Co.
Pepita, Spanish bark, 512—J. Reyes & Co.
Polynesian, British bark, 864—Ker & Co.
Undine, German bark, 968—Smith, Bell & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Yokohama.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Yokohama.
Champion, corvette, 14 guns, Captain Collins, Sunda Straits.
Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.
Cockchafer, gunboat, 4 guns, Commander R. L. Groome, Hongkong.
Curacoa, corvette, 14 guns, Captain Anstruther, Yokohama.
Daring, composite sloop, 4 guns, Commander F. J. J. Eliott, Hongkong.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, 4 guns, Commander Gamble, Canton.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Shanghai.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Bangkok.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Chefoo.
Linnet British gunboat, 5 guns, Commander J. G. Jones, Canton.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Hon. F. Vereker, Sunda Straits.
Midge, double-screw gun-vessel, In reserve. Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Yokohama.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Chefoo.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Hongkong.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Commander Maxwell, Yokohama.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Foochow.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostock.
Cher, French gunboat, Commander Lafon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Yokohama.
Enterprise, American corvette, Commander A. S. Baker, en route to Shanghai.
Ermak, Russian transport, Captain Koltchan, Japan.
Essex, American gun-vessel, 6 guns, Captain McCormack, Tientsin.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Hamelin, French cruiser, Commander H. Roustan, Haiphong.
Iltis, German gunboat, 8 guns, Commander Klausa, Canton.
Juniata, American corvette, Commander P. F. Harrington, Canton.
Kersaint, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.
Legaspi, Spanish transport, Commander Valentin Buenaplata, Shanghai.
Lutin, French gunboat, 4 guns, Commander Rouvier, Hongkong.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Tientsin.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Vladivostock.
Najezdnick, Russian corvette, Captain Kalagerass, Yokohama.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Vladivostock.
Opritchnik, Russian cruiser, Commander B. Ivashentzoff, Hongkong.
Palos, American gunboat, 6 guns, Lieutenant Commander Green, Taiwan.
Pemsacola, American frigate, Captain H. Esben, Yokohama.
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Skobeleff, Russian corvette, Captain Blanodareff, Yokohama.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.
Stosch, German corvette, 19 guns, Captain Buchholtz, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Macao.
Tongous, Russian gunboat, Commander Heck, Singapore.
Tourville, French frigate, 27 guns, Captain Bose, Yokohama.
Triomphante, French corvette, 17 guns, Captain Baux, Shanghai.
Victoricuse, French frigate, 14 guns, Captain de la Batie,—Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Volta, French corvette, Captain Fournier, Tientsin.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Vladivostock.
Wolf, German gunboat, 4 guns, Commander von Raven, Korea.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Canton.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-jui, Revenue cruiser, 3 guns, Chinese, Canton.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Canton.
Chop-chung, Revenue cruiser,——Li Tack Ming, Hongkong.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Canton.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ho Pung Shu, Canton.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Faunch, Canton.
Li-ahe, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 4 guns, Chow Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Ping Tie, Hongkong.
Shen-chi, Revenue cruiser, 5 guns, San Tsing T'ai, Hongkong.
Sui-tsing, Viceroy's gunboat, 4 guns, J. B. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-po, Viceroy's gunboat, 3 guns, Ching, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chim Ti Hu, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Garcesa, Canton.
Yi-hu, Viceroy's gunboat, 2 guns, Chinese, Canton.
Ye-min, Viceroy's gunboat, 3 guns, J. Yeats, Canton.

Intimations.

WILLIAM SCHMIDT & CO.

GUNMAKERS & AMMUNITION DEALERS,
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9

J. M. GUEDES.

HOUSE AND LAND BROKER; AUCTIONEER AND COMMISSION AGENT.
No. 33, WELLINGTON STREET, HONGKONG.
Hongkong, 23rd January, 1882. [

"WAI SAN YAT PO."

A DAILY CHINESE NEWSPAPER with a wide circulation in the Colony and at the Coast Ports. Subscription, FOUR DOLLARS per Annum. The above high-class native paper is an excellent medium for Advertisers at Strictly Moderate Charges. Guaranteed circulation of over 1,120 Copies. Communications to be addressed to the Proprietor,
LUK KE SHUN,
No. 9, Gough Street.
Hongkong 17th September, 1883. [703

NOTICE.

HE CHUNG, SHIPS' PLUMBER, BLACKSMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.
Hongkong, 4th August, 1883. [620

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the under-mentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.
N.B.—Note the address.
NAM SING,
No. 84, Queen's Road Central,
Opposite the Central Market.
Hongkong, 25th April, 1883. [325

SAM HING, JUNR.

STULTZ,

TAILOR, DRAPER, AND GENERAL OUTFITTER,

Best Materials and a Perfect Fit Guaranteed, At MODERATE PRICES.

DEALER in CHINESE SILKS of all kinds, PITH HATS, MATTING, BAMBOO BLINDS, and has always on hand a very fine selection of various kinds of Silk Goods and Embroideries.
Wholesale Manufacturer of Silk Coats and other Garments for exportation.
No. 62, QUEEN'S ROAD CENTRAL.
(Fourth Door West from Pottinger Street.)
Hongkong, 21st August, 1883. [247

CHEONG WO,

TAILOR, DRAPER, AND GENERAL OUTFITTER.

BEST Materials and a Perfect Fit Guaranteed at MODERATE PRICES.
DEALER IN CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c., &c.
WHOLESALE MANUFACTURE OF SILK COATS AND OTHER GARMENTS FOR EXPORTATION.
N.B.—Note the address.
No. 66, QUEEN'S ROAD CENTRAL.
SIXTH DOOR WEST FROM POTTINGER STREET.
Hongkong, 19th May, 1883. [369

YEUQUA.

SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.
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HONGKONG.
Hongkong, 4th April, 1883. [256

CHIE NAM.

GOLD AND SILVERSMITH, WATCH MAKER AND ENGRAVER,
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED,
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HONGKONG.
Hongkong, 6th April, 1882. [318

A HOY.

HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds, Bamboo Blinds, Mattings of own Manufacture, China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialité, a perfect fit and best material guaranteed.
No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [388

LING SHING.

[illegible]

BOOT AND SHOE MAKER, No. 5, WELLINGTON STREET, HONGKONG.
THE CHEAPEST SHOP IN THE TRADE.
Materials and Workmanship Guaranteed.
Special experience in making Gentlemen's RIDING BOOTS.
[illegible]
Hongkong, 4th April, 1883. [255

Printed and Published by ROBERT FRASER-SMITH, at No. 1, PEDDAR'S HILL, in the City of Victoria, Hongkong, on October 24, 1883.

(compte) of an order as to wearing arms—an order you yourself advised me to issue in the first lesson you were kind enough to give me in your letter of June 3. You ought to reflect, M. le Commandant, that the imputation of 'lacking entirely any justification,' coming from an officer of your rank and age, would make it unfitting *(titerait toute convenance)* further to continue the correspondence which I have thus far had the pleasure of carrying on with you. Accept, &c.—Rear-Admiral Pierre.—To the Commander of H. B. M. corvette *Dryad*, at Tamatave."

"Government-house, Mauritius July 4, 1883.—M. l'Amiral.—I have the honor to inform your Excellency that it has been brought to my knowledge that there are in the town of Tamatave, or its neighbourhood, inhabitants of Mauritius, and other British subject, desirous of leaving Madagascar, who are unable to quit the country for want of funds, or for other reasons. I have therefore sent to Tamatave the steamer *Stella*, belonging to the department of this Government, in charge of Commander Crawfurd, R.N., with instructions to offer passages to Mauritians or other British subjects who may be in distress, or desirous of leaving Madagascar. Having every confidence in your Excellency's desire to respect the interests and wishes of British residents in Madagascar—a sentiment of which you have given distinguished proof in the honour paid to the remains of the late Mr. Consul Pakenham—I have the honour to request that your Excellency will give Commander Crawfurd every facility consistent with the service in which you are engaged for removing or relieving Mauritians, or other British subjects, who have been placed in a position of danger or distress by the accident of war. With the assurance of my distinguished consideration, believe me to be your Excellency's most obedient servant, J. Pope Hennessy."

"Government-house, Mauritius, July 4, 1883.—M. l'Amiral,—I have the honour to inform your Excellency that I have received a communication from Mrs. Emily Shaw, the wife of a British subject, the Rev. George Andrew Shaw, in which she informs me that her husband is detained on board the transport *Nivre*, belonging to the fleet under your Excellency's command. In view of the recent death of Mr. Consul Pakenham, Her Britannic Majesty's representative in Madagascar, Mrs. Shaw, who is at present residing in Mauritius, has appealed to me, as the nearest representative of Her Majesty to whom she is able to apply, to intervene with your Excellency in her husband's behalf. I am unaware of the reasons which have prompted your Excellency to detain Mr. Shaw as a prisoner; but in commending to your generous consideration the appeal of an Englishwoman, suffering the most severe distress from the position in which her husband is placed, I rely upon the sentiments which have long induced the representatives of the Governments of France and the United Kingdom to extend, with mutual cordiality, their protection to the subjects of either nation. With the assurance of my distinguished consideration, believe me to be your Excellency's most obedient servant, J. Pope Hennessy."

"Tamatave, July 8, 1883.—M. le Gouverneur,—On the arrival of the steamer *Stella*, I ordered the offer of a refuge at Mauritius, and of the means of being conveyed thither, placed by your Excellency at the disposal of the Mauritians and other British subjects desirous of leaving Madagascar, and who had not been able to do so from want of money and for other reasons, to be made publicly known by the Mayor of Tamatave. Ninety-two persons availed themselves of your generous offer, and I at once transmitted a list of them to Commander Crawfurd, who at first thought he could only receive 50, but whom feelings of humanity induced to receive all. They are embarking at this moment and the *Stella* will be able to start this evening, as her commander desires. There are still at Tamatave a good number of subjects of Her Britannic Majesty, as well as natives of Her Majesty's Indian possessions, who are desirous of escaping from the risks of war, and who have not been able to find room this time in the *Stella*. I regret not to have had the pleasure of seeing Commander Crawfurd, owing to the quarantine regulations; but I was glad to aid him to the utmost of my power in the fulfilment of the mission your Excellency had charged him with, and thus to show you, M. le Gouverneur, my desire to be useful to all Her Britannic Majesty's subjects, as well as my special desire to be agreeable to you in all circumstances. Receive, &c. —Rear-Admiral Pierre."

"Tamatave, July 8, 1883.—M. le Gouverneur,—I have received the letter your Excellency did me the honour of writing to me on the subject of the Rev. George Andrew Shaw, at Tamatave, against whom a grave accusation is brought. I must not leave you in ignorance of the fact that I have had to impose silence on the arrogant pretensions of Commander Johnstone, of Her Britannic Majesty's ship *Dryad*, to interfere (*intervenir*) in this matter. But to the courteous questions dictated to your Excellency by your interest in Mrs. Shaw, whose fate is certainly deserving of pity, I am glad to be able to reply with some confidential particulars, which I can reveal without interfering with (*troubler*) the course of justice. On the occupation of Tamatave by the French, Mr. Shaw inhabited as tenant a house which was proposed by the owner, Mr. Aitken, to receive a picket of soldiers. When they came to take up their quarters they found in the garden bottles of wine, evidently set out (*disposées*) to tempt them. Those who tasted suddenly fell into a state of lethargic intoxication. The officers in command at once broke the bottles and poured out the liquid, keeping a bottle as a specimen, which is at present at Réunion, undergoing chemical analysis and the return of which I am awaiting. The tenant and the owner were at once arrested. Mr. Aitken was set at liberty on the following day for want of sufficient evidence (*charges suffisantes*); and Mr. Shaw was detained as a prisoner. Justice has since been conducting its inquiries, and Mr. Shaw will not be judged without a thorough investigation (*instruction approfondie*). The arrival of Mrs. Shaw at Tamatave while her husband is the subject of so serious a charge lends a dramatic interest to her situation. The poor lady came and implored me for her husband; and, in spite of the pity I felt for her, I was obliged to harden my heart against her grief, to fulfil a duty which obliged me to allow justice to take its course. But I see, with pleasure, that you do not doubt that I feel the distress of Mrs. Shaw or that any subject of Her Britannic Majesty is sure to meet with kindness at the hands of a French tribunal of justice. Your Excellency and Mrs. Shaw herself may have confidence both in the generosity and in the justice of the Judges. You may be sure that if Mr. Shaw's innocence is admitted (*reconnue*) I shall shall not for one moment delay his return to his family. Receive, &c. Rear-Admiral Pierre."

Short as they are, the above letters explain the attitude of the English Government at the first moment and the change it underwent after having entered into communication with the French Government. Evidently the first violent outbreak of Mr. Gladstone in the House of Commons was due to some report from Captain Johnstone, and further explanations from the French side produced the friendly change in the attitude of the British Government. It seems certain that in this case the *beau rôle* was rather with the French commander, whose very curious and unexpected letter about Mr. Shaw proves that he could reply with courtesy to a courteous and with roughness to a violent letter.

NOTES FROM JAPANESE PAPERS.

The new French Minister was presented the other day to His Majesty the Mikado.

* * *

The Russian Minister Resident to Japan is reported to have already left Kobe for Yokohama.

* * *

It is said that the sailing ship *Zenshiu Maru* was wrecked off Wachimura, Atsumi-gori, Sanshiu, on the 18th instant.

* * *

Five Koreans have arrived in Tokiyo. Their mission is to acquaint themselves with all details concerning newspaper management.

* * *

It is rumored that Admiral Yenomoto, Minister to China, will return to Japan at the end of this year in order to report to his Government.

* * *

Dysentry and *kakke* are reported to be prevalent among the Koreans at Pusan. Forty to fifty patients are daily treated in the Japanese hospital.

* * *

A newspaper will shortly be started in Korea under the auspices of the Government. All the compositors and other workmen employed will be Koreans, who will be, however, under the control of a Japanese manager.

* * *

A few nights ago, H. E. Inouye, Minister for foreign Affairs, gave a banquet to the Proprietor of the *Boston Advertiser*, now visiting this country. The U.S. Minister, H.E. Matsukata, and many prominent members of the Government were present.

* * *

The Russian Minister Resident to Japan is expected to visit Kiyoto and Osaka immediately upon his arrival in Kobe. The Foreign Department has issued instructions to the local authorities of the two cities to treat him with hospitality.—*Japan Mail.*

The Korean Government have requested our War Department to send them over some expert gunsmiths.

* * *

Some capitalists are trying to form a company for the purpose of building steamers at Sangenyamura, near Osaka.

* * *

Copper and zinc are being purchased by the Korean Government for coinage, and this has caused an advance in quotations.

* * *

On the 8th instant a detachment of the Osaka garrison returned from foreign service at Seoul in the Mitsu Bishi Company's steamer *Koriomaru.*

* * *

When the *Seiki-Kan* came over from Korea recently she had on board $50,000, being an instalment of the indemnity payable in connection with the Seoul outrage.

* * *

Dysentery of an extremely infectious kind is very common in Yehime Ken. From the 10th to the 30th ultimo 708 persons were attacked by this disorder, and 97 of them died.

* * *

A Custom House Officer detected a Chinaman trying to smuggle 13 tins of opium ashore from the *Takachiho-maru*. The drug was confiscated and the offender handed over to his Consul to be dealt with.

* * *

Over 2,500 sawyers are in Osaka seeking employment, and many of them come from the country. The local sawyers intend trying to keep out these visitors, as they are destroying their business.

* * *

The field and mountain guns made in the Osaka Arsenal on the German model were tested recently at Shimodayama. The latter turned out very satisfactorily, but the field pieces are capable of improvement.

* * *

The crime of procuring abortion has been prevalent throughout Japan, notwithstanding the severe penalties inflicted upon persons found guilty. Further measures to put down this offence will be adopted.

* * *

The Government have decided to establish water-police stations on the islands adjacent to Japan, and the various localities are now being selected. It has been resolved to enforce the laws relating to marine affairs strictly in future.

* * *

A letter from Korea says that the road from Seoul to Jinsen is to be repaired and made available for vehicles. Messrs. Okura & Co. of Osaka, have obtained the contract, and will employ Korean labourers. The cost of the work is 20,000 yen.

* * *

When a woman having a child under three years old is imprisoned, she can take it with her upon sending in a petition. But when the child is three years or over it is placed with the mother's friends, and if she has none, or they are in destitute circumstances, then the ward officer looks after it.

* * *

A telegram states that a Chinese Envoy will shortly visit Seoul. Both the United States and Japan treat Korea as an independent country, and as Mr. Takesoye, our Minister, has to consult Mr. Foote respecting the attitude to be assumed towards the Chinese Envoy, the visit of Mr. Takesoye to Tokio is postponed.

* * *

Nearly all the foreigners employed at the Mint were discharged as their agreements terminated, and an effort was made to carry on the establishment as far as practicable by Japanese alone. The result of the experiment is apparently unsatisfactory, for we hear that the Government have determined to engage some more Englishmen and Americans.

* * *

Rumours are current that the aspect of affairs in Seoul is not satisfactory, the people showing signs of hostility to foreigners. Hence our Minister has delayed his departure, and the detachment from the Osaka garrison, who should have returned when relieved a short time ago, still remain in Korea. If nothing occurs, however, these soldiers will leave on the 17th or 18th instant.—*Hiogo News.*

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. Co.'s steamer *Oceanic*, with the next American mail, left Yokohama on the 21st instant, and is due here on or about the 27th.

THE ENGLISH MAIL.

The P. & O. Co.'s steamer *Verona*, with the next English mail, left Singapore for this port on the 21st instant, and is due here on the 27th.

To-day's Advertisements.

FOR MAURITIUS, VIA SINGAPORE.

THE Steamship

"BELLONA,"

Captain Schaefer, will be despatched as above on the 27th instant.

For Freight or Passage, apply to

DUNN, MELBYE & Co.

Hongkong, 24th October, 1883. [800

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

STEAMSHIP "LIBAN,"

LABIE, COMMANDER.

CONSIGNEES of Cargo by the above named vessel from London, Marseilles and intermediate Ports, are hereby informed that their Goods are being landed at their risk into Godown of the Undersigned, at Wanchai, No. 3, behind the premises known as "Blue Buildings" whence and/or from the wharves or boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 31st instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,

Agents.

Hongkong, 24th October, 1883. [754

APARTMENTS TO LET,

IN

ELGIN TERRACE.

FURNISHED OR UNFURNISHED

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X. Y. Z.,

At the Office of this Paper.

Hongkong, 24th October, 1883. [801

WANTED TO RENT.

A LARGE STABLE.

Apply to

R. FRASER-SMITH,

Hongkong Telegraph Office.

Hongkong, 24th October, 1883.

Intimations.

MR. MOORE begs to recommend his GOGO SHAMPOO WASH as the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,

VARIETY STORE,

Queen's Road Central.

Hongkong, 25th January, 1883. [589

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
} CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [469

CHS. J. GAUPP & CO.

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for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's

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No. 38, QUEEN'S ROAD CENTRAL. [478

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FOR 1884.

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or to

"THE HONGKONG TELEGRAPH" OFFICE,

Peddar's Hill, Hongkong.

Hongkong, 9th October, 1883.

To-day's Advertisements.

KELLY & WALSH

HAVE JUST LANDED.

FRESH TOBACCOS.

EX "AJAX."

COPE'S GOLDEN CLOUD. COPE'S STRAIGHT CUT.

EX "GLENFRUIN."

WILLS' BRISTOL BIRDS EYE.
WILLS' THREE CASTLES.
WILLS' GOLDEN FLAKE HONEY DEW.
WILLS' PRINCES MIXTURE.
WILLS' BEST SCOTCH.
WILLS' SCENTED RAPPEE.

FROM SHANGHAI.

HAPPY THOUGHT.
GOLDEN EAGLE.
DOLLAR BRAND.
STAR MIXTURE.

NOVELTIES IN FANCY AND FASHIONABLE STATIONERY.

THE CROCODILE LEATHER NOTE PAPER & ENVELOPES.
THE RUSSIA LEATHER PAPER & ENVELOPES.
THE MOROCCO LEATHER PAPER & ENVELOPES.
THE CRUSHED STRAWBERRY NOTE PAPER & ENVELOPES.

CHRISTMAS AND NEW YEAR'S CARDS,

A VERY FINE ASSORTMENT OF

THE CHOICEST AMERICAN AND ENGLISH PRODUCTIONS.

KELLY & WALSH.

Hongkong, 24th October, 1883. [560

MRS. P. SMITH,

BEGS to inform the Community of Hongkong Generally, and Visitors to the Port, that

SHE HAS THIS DAY OPENED

PRIVATE TIFFIN ROOMS,

AT

Nos. 8 & 9, BEACONSFIELD ARCADE,

WHERE

SHE WILL BE PREPARED TO SUPPLY MEALS & REFRESHMENTS AT ALL HOURS.

The Rooms are large, well ventilated and airy, and the viands supplied will be of the best description and cooked in the best style.

ATTACHED TO THE

TIFFIN ROOMS

ARE A

BILLIARD ROOM

AND

READING ROOM.

THE LATTER IS WELL SUPPLIED WITH

GERMAN, FRENCH, AMERICAN & LONDON NEWSPAPERS, WRITING MATERIALS, &c., &c., &c.

☞ N.B.—No Extra Charge for the use of the Reading and Billiard Rooms.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to

MRS. P. SMITH,

ON THE PREMISES, BEACONSFIELD ARCADE.

Hongkong, 10th October, 1883. [766

To be Let.

TO LET.

"BISNEE VILLA" Pokfoolum, Furnished.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 18th October, 1883. [7

TO LET.

THE Upper Portion of the Eastern Wing of BAXTER HOUSE, containing 4 Large Rooms, Bath-room, &c., Water laid on and every convenience, Furnished or Unfurnished. Terms Moderate.

For Particulars, apply to

D. B.,

Care of *Hongkong Telegraph* Office.

Hongkong, 12th October, 1883. [771

TO LET.

"STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing Four Rooms and Large Centre Room, Servants' Rooms and Outhouses, Gardens and Tennis Lawn, &c. Within Three Minutes Walk of the Pier.

For Particulars, apply to

STEPHENS & HOLMES,

Solicitors.

Hongkong, 22nd September, 1883. [713

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [607

For Sale.

RODERICK DHU WHISKY.

A PURE Fine Flavoured Blend, Equal in Bouquet and Style to the

FINEST FRENCH BRANDY,

SOLE AGENT FOR HONGKONG,

C. L. THEVENIN,

Hongkong Hotel Building.

Hongkong, 19th October, 1883. [787

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....$22 per Case.
PINTS.....$23 per Case.

Apply to

MEICHERS & Co.

Hongkong, 2nd March, 1882. [8

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG,

OF HER CHEONG CHING HONG,

42, Bonham Strand.

Hongkong, 6th August, 1883. [624

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168

A CARD.

PRIVATE BOARD AND LODGING can be obtained for

SINGLE GENTLEMAN OR MARRIED COUPLES

AT

No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. [552

ROYAL YORK HOTEL,

OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY,

503] Proprietor.

"CLARIDGE'S HOTEL,"

BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. [502

CIGARS! CIGARS!! CIGARS!!!

THE CITY OF MANILA CIGAR STORE.

FOR SALE

CIGARS of all Brands and from every known factory in Manila, are constantly being received. Owing to the peculiarly advantageous position of the Undersigned in regard to the CIGAR trade with Manila, he now offers Cigars of all brands, fully matured, and ready for immediate smoking. Quality Guaranteed.

JOSE M. BASA,

No. 51, B, QUEEN'S ROAD, CENTRAL.

Hongkong, 10th October, 1883. [343

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS

AND

JEWELLERS,

NAUTICAL INSTRUMENTS—CHARTS AND BOOKS.

No. 46, QUEEN'S ROAD CENTRAL. [471

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER

ALWAYS ON HAND.

L. MALLORY,

Proprietor.

Hongkong, 24th June, 1881. [501

Intimations.

SPECIAL NOTICE.

A CIRCULAR HAS BEEN ISSUED FROM

8, BEACONSFIELD ARCADE

BY

MR. A. HAHN,

in which that person states he has decided to form what he calls a

"CLUB FOR CAPTAINS,"

in order to supply a want, which, he says, exists for such an institution, to provide Captains of vessels visiting this harbour with accommodation for obtaining

MEALS AND OTHER REFRESHMENTS AT ALL HOURS.

This circular states that the Captains of vessels coming to Hongkong are badly catered for by the few so-called Hotels, and in so doing grossly libels the Hotel and Innkeepers of the Colony.

Mr. HAHN intends to provide a place where Meals can be had at all hours, and where Captains can meet and discuss any matters of importance in connection with seafaring interests. Each Room will be Elegantly and Comfortably FURNISHED, and a BILLIARD TABLE and a PIANO will be provided in each room. There will also be MUSICAL EVENINGS and DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS of Hongkong I protest against Mr. HAHN, who carries on Business as a Piano tuner and repairer, or any other person, being permitted to infringe on our rights by establishing what is simply AN UNLICENSED PUBLIC HOUSE. We pay the Government a sum of $300 per annum for a spirit license, and $50 per annum for each billiard table and have, besides, to close our places at certain hours. Mr. HAHN proposes to SELL SPIRITS and other LIQUORS, to run THREE BILLIARD TABLES and to KEEP OPEN AT ALL HOURS without paying any license whatever.

How can such a Club as this be legally established for persons who are non-resident in the Colony? Mr. HAHN refers to the Engineers Institute, but that association, which is conducted by resident Engineers, does not Sell Spirits, does not run Billiard Tables, nor does it Keep Open House for the supply of Refreshments at all hours, or give Musical and Dancing evenings.

It is the duty of the authorities to protect the interests of the Hotel and Innkeepers, and to see that the laws are not violated by the establishment of UNLICENSED PUBLIC HOUSES of the class of this proposed "Captain's Club." We do not object to legitimate Clubs, but Mr. HAHN'S proposed enterprise is not a Club in any sense of the term.

This is not the first attempt that this person has made to run a business of this kind without paying a license. Not so long ago he gave Italian Night Entertainments at Kowloon which became a regular haunt of the gay women of the Colony, but as a license to sell drink was refused, both the Italian Entertainments and Mr. HAHN soon came to grief. He afterwards had a so-called Club, where Masquerade dances were a special attraction, but this also fell through. And now comes this "Captain's Club" for non-residents.

It is for the authorities to investigate this matter and to put a stop to any attempt to evade the law.

A HONGKONG INNKEEPER.

Hongkong, 29th September, 1883. [729

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR-CUTTING	50 Cents.
SHAMPOOING	25 "
SHAVING	25 "
TRIMMING BEARDS	25 "

LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—

EVERY DAY	$4.00 Per Month.
EVERY OTHER DAY	$3.00 "
TWICE A WEEK	$2.00 "

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Iced Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET.

Hongkong, 12th June, 1883. [458

HOP SHING & CO.

ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS AND IRON FOUNDERS, &c.

HAVING this day commenced Business, we are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at MODERATE TERMS.

EVERY DESCRIPTION OF

ENGINE ROOM STORES SUPPLIED.

NESS IRON WORKS,

WEST POINT, HONGKONG.

Hongkong, 25th September, 1883. [718

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS,

7, BEACONSFIELD ARCADE,

(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S

SODA WATER FACTORY

is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY

IS GUARANTEED.

Consumers are Invited to try those carefully Manufactured

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory,

7, BEACONSFIELD ARCADE.

Hongkong, 11th April, 1882. [379

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

HE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 24, 1883.

A CORRESPONDENT who signs himself "Enquirer" writes:—"A movement is on foot in this colony for the formation of a new cricket club to be styled "The Victoria Cricket Club," and I, with many other intending members, would be glad if you can give any information as to whether we should or should not have any right to pitch our wickets on the ground at present monopolised by the cricketers and lawn tennis players of the Hongkong Cricket Club. If we have a right to play on the Cricket Ground will it be necessary to obtain the sanction of the Government authorities prior to commencing? Trusting you will kindly find space for this letter in your valuable columns, also that you will be able to give satisfactory answers to my queries, I am, &c., &c."

It gives us great pleasure to hear that another local cricket club is in course of formation—for several years past the manly game has been gradually decaying in Hongkong, and it must be remembered that honorable rivalry is always a keen incentive to true cricketers—and the promoters have our support and best wishes for its success. With regard to our correspondent's inquiries about the Cricket Ground, we have no hesitation in saying that the proposed Victoria C.C. has, strictly speaking, an equal right with the H.K. C.C. to the use of the ground. It would appear from the records that the question was raised some 17 years ago, as we find that on October 10th, 1866, Mr. W. R. MERCER, who was then Colonial Secretary, wrote as follows:—

HONGKONG CRICKET GROUND.

"H. E. The Governor has referred to all the previous correspondence and despatches on this subject and finds that the ground in question was levelled at the expense of the Colony, and with the sanction of Her Majesty's Secretary of State appropriated to the recreation of the Community of Hongkong."

"The condition attached was that the Garrison might use it on occasions when paraded in such numbers that the ordinary Parade Ground did not suffice."

"The Hongkong Cricket Club has no more title to the ground than the rest of the General Public, but as the Club has for many years been at the expense of keeping the Ground in order, there has been a tacit understanding that they should not be interfered with."

"At the same time the Club has no right to make any charge for the use of the Ground, which belongs solely and entirely to the Government of this Colony."

This official utterance plainly states that the Hongkong C.C. has no more title to the ground than the rest of the general public, which practically means that the Victoria C. C., or any other body of residents, have a perfectly valid right to use it for the purpose for which it was originally intended. Still it must not be forgotten that the members of the H.K. C. C. have spent a deal of money in improving the ground, which fact, if it does not give them an exclusive right to monopolise what is undoubtedly a public recreation ground, certainly entitles them to be treated with consideration and courtesy. As there is, however, a very important public question at stake, a question which materially affects public interests, we should, candidly speaking, be glad to see the members of the Victoria C. C., after giving a friendly intimation to the Secretary or Committee of the Hongkong Cricket Club of their intention, pitch their wickets on the ground and exercise the right to which they seem to be fairly entitled. This local "beating the bounds" would undoubtedly lead to beneficial results. It is clearly out of the power of the Hongkong Government to concede exclusive right to a ground which was specially levelled at the expense of the colony, and with the sanction of the Secretary of State appropriated to the recreation of the community of Hongkong, to any club or association of private individuals however influential, and, according to our way of thinking, the inevitable result of the action suggested by our correspondent would be the formation of a public recreation ground in the Happy Valley. The Government could scarcely turn out the Hongkong C. C., after that institution has held the privilege of monopolising the ground, practically unchallenged, for so long, and expended such large amounts in improving and beautifying it in every possible way; and it is equally certain that the authorities have no power to turn out the members of the Victoria C. C., should these gentlemen decide on asserting their rights. The Cricket Ground is altogether inadequate for the purposes of a public recreation ground; it is, in fact, far too small for legitimate cricket, therefore the idea of its being used by the members of two different clubs, —excepting for practice at the nets— is quite out of the question. The only way out of the difficulty is to spend a few thousand dollars on levelling and draining the race course enclosure, a site, which, without very much trouble or expense, can be transformed from a useless and probably unhealthy swamp into the finest cricket, lawn tennis, polo, and general recreation ground in the Far East. We have advocated this desirable reform for years without success; but now that the colony has so much money to spend on gigantic improvements (?) and so-called public necessities, and our Governor and Executive Council are such liberal minded legislators, we are almost inclined to believe that this sensible measure will at last be taken in hand. And for this powerful reason, as we have already stated, we can conscientiously recommend our correspondent and his co-members of the Victoria Cricket Club to assert their right, on behalf of the general interests of the community, to the use of the Cricket Ground. We are quite sure that the genial and "level-headed" honorary secretary of the H.K. C. C., Mr. W. DE ST. CROIX, will afford them every facility for the furtherance of the object they have in view.

TELEGRAMS.

LONDON, October 23rd.

NIHILISM IN THE RUSSIAN ARMY.

Numerous arrests have been made of Nihilists in the Russian Army of the Caucasus, and a special committee has been sent there to open an inquiry.

LOCAL AND GENERAL.

"THIS insurance policy is is a queer thing," said Dobbs, reflectively. "If I can't sell it I cancel it; and if I cancel it I can't sell it."

HELEN of Troy was the first woman who wanted to go to Paris, and leave her husband at home. And she wasn't the last by a good many.

A LODGE of Emergency of United Service, No. 1341, will be held in Freemasons' Hall, Zetland Street, this evening, at 8 o'clock precisely.

BY the kind permission of Admiral Meyer and the officers of the French flag-ship *Victorieuse*, their Band will play on the Cricket Ground on Friday from 3.30 to 5.30 p.m.

THE Band of "The Buffs," by kind permission of Colonel Hobson and the officers of the regiment, will play on the Cricket Ground on Saturday afternoon the 27th inst., commencing at 4 o'clock.

A SWATOW correspondent writing on the 19th inst. says:—Another old coaster and resident has just left us for good. This is Captain H. Ramsey, late pilot of this port, and I believe the oldest mason here. He died at 7 p.m. on the 17th and was buried yesterday.

INCORRIGIBLE!—Irish Attorney (to his clerk, who has taken the Blue Ribbon, and has been "celebrating the event")—"I'll not stand it surr! Wid yer pledges! Instid o'takin' pledges ye're always breakin, ye'd better make no promises at all, at all—and kape 'em"

"YOUNG gentlemen," said the Rev. Dr. John Brown, to his class of theological students, 'ye need three things to make you good ministers—learning, grace, and common-sense. As for the learning, I will try to set you in the way of it; as for grace, ye must always pray for it; but if ye have na brought the common-sense with ye, ye may go about your business."

SAYS the San Francisco *Daily Commercial News* of the 12th ulto.:—"The British steamer *Madras*, which sailed on Saturday last for Honolulu and Hongkong, remained at anchor on the bar, outside, with the mate, second mate, and the three engineers mutinous and refusing to do duty. A consultation of the agents of the ship was had on Monday with H. B. M. Consul, and it was decided to send a new master out to the vessel and have her proceed on her way. The new captain was sent out yesterday morning on a tug, and the steamer proceeded."

APROPOS of a controversy which has lately been carried on relating to clearances in the Highlands, Mr. Donald Murray announces the formation of a "Highland Land Law Reform Association," of which he is the honorary secretary, and appeals to the English public to support by its sympathy and by subscriptions a movement the object of which is "to protect the crofters and small tenants from rack-renting landlords, and to put an end to the policy of eviction, expatriation, and oppression, which has well-nigh desolated the Highlands, scattered and crushed a people whose sons, from Fontenoy to Tel-el-Kebir, have borne so noble a part in support of England's honour." The hon. treasurer of the association is Mr. Angus Macintosh, of Holme. It is intended to publish at an early date a "Clearance map of the Highlands."

THE British Government, hearing that serious difficulties might arise from the proposed visit of the Maharajah Duleep Singh to Northern India, has successfully induced him to defer his journey to some future date.

THE original writer in our evening contemporary under the *nom de plume* "Cuttle," occasionally produced a readable paragraph in his weekly hash-up of stale gossip; the productions of the present chatterer, both as regards quality of matter and literary style, would disgrace a school boy. A more childish farrago of meaningless twaddle than "Cuttle's" long winded effusion in last night's *Mail* has seldom been seen in a public newspaper. We are rather at a loss to decide which is the greater noodle—the block-head who compiled the rubbish or the editorial genius (!!!) who authorised its publication.

IN addition to the vessels previously reported, the following vessels belonging to the Royal Navy, which have become obsolete and unsuitable to the requirements of modern warfare, are ordered either to be broken up or disposed of out of the service:—The *Enterprise*, four guns, armour-plated sloop of 1,350 tons and 692-horse power engines; the *Gloucester*, receiving hulk at Chatham; the *Hood*, line-of-battle ship, formerly of 91 guns, which has for some years been used as a barrack by the companies of Royal Engineers engaged in torpedo and submarine mining operations. The Royal Engineers having been accommodated in St. Mary's Barracks at Chatham, the services of this vessel are no longer required. *Nymph*, screw sloop, of 1,574 tons and 2,172-horse power engines; *Pallas*, screw corvette, of 3,787 tons and engines of 3,580-horse power; *Research*, 4, armour-plated screw sloop, of 1,741 tons and 1,042-horse power engine; *Rosario*, screw sloop, 913 tons, 436-horse power engines; *Worcester*, fourth rate, at Chatham. The *Carnatic*, at Portsmouth, old line-of-battle ship, which was to have been sold out of the service, has been placed at the disposal of a committee for experimental purposes.

THE *coup d'état* in Bulgaria is (observes the *Overland Mail*) only a scene in the interesting comedy now being enacted in the East. Whilst France is dashing her heroic head against the Great Wall of China; whilst Mr. Gladstone is cruising blandly on our northern coasts, receiving the freedom of obscure burghs, and bewildering the little dignitaries thereof; and whilst all England is vapouring in one of the silliest of silly seasons on record, Russia, the ever vigilant, turns the tables on Prince Alexander, and bedicates in a variety of sinister and unscrupulous ways that she has by no means given up the Eastern question, atrocity-politicians in Great Britain and their humane asseverations notwithstanding. That is one significatin of the event; but there is more in it than seems. It remains to be seen what Prince Alexander will do—to be seen, in fact, whether M. Zankoff's ejaculation "Too late!" is as true as it was dramatic. Besides, Germany and Austria may have something to say to Russia in the point—as we should, too, if our Government understood foreign politics. Altogether, the current act in the Eastern play is moving fairly well; probably the curtain will come down presently on a situation the like of which the Queen's Ministers have no notion of just now.

THE Rev. Frank M. Harding, who had a command in the American Civil war, during which his aversion to profanity became proverbial among his men, recently told the following story at Lake Bluff, where he was holding revival meetings:—"The master of transportation of the regiment was one of the most profane men in the regiment, if not in Indiana. One day, when we had been ordered to move, I went to the rear to see him and ask him how soon he could get his train across an ugly stream near by, telling him it was important to do so as speedily as possible. He said to me:—'Parson, you know them trains are hauled by mules?' I said 'Yes.' 'And you know what mules are?' he said. And he went on:—'I can't do anything with mule without cussin' 'em. I have too much respect for you and your religion to try and get 'em over while you are here, but if you'll go over that hill yonder, out of sight and where you can't hear me cuss, I'll have every mule and waggon over in an hour. If you stay here I won't promise when it can be done.' I went over the hill and remained an hour and a half. When I came back every mule and waggon had been transferred, and my man was sitting down fanning himself. I asked him if he had had to use any punishment. 'Oh no,' he replied, 'I never hit a mule in my life. A mule don't mind being beat, but he does hate to be cussed.'"

A STRANGE rumour regarding the Tonquin *imbroglio* has been current in the colony for several days past, the truth of which is generally believed in by the well informed of the native community. Although we have received assurances as to their accuracy from sources which are usually reliable, we prefer giving these reports with all due reserve, and for whatever they may be worth. It is asserted that an alliance, offensive and defensive, has been formed between China and Siam. The particulars are substantially as follows:—When the news of the French attack on Naindinh in July 19th reached Peking, an ambassador was immediately despatched from the Imperial Court to the King of Siam, with representations that as His Majesty owed allegiance to the Dragin Throne, it was his duty to render all possible assistance to his suzerain. The Siamese were therefore called upon to protect the boundaries of Tonquin and to prepare for active service in the field against the enemies of China if the necessity arose for such a step. It is now affirmed that, the King having readily agreed to the terms proposed by the Chinese Ambassador, the negotiations were quickly brought to a successful issue, and that, China having supplied the sinews of war, the Siamese troops in great numbers have already crossed the frontiers into Tonquin and are pressing forward with all speed to the assistance of the Annamese and their Black Flag allies.

THE O. S. S. Co.'s steamer *Telemachus* left Singapore this morning, and is expected to arrive here on the 30th.

A MATCH will be played on the Cricket Ground to-morrow between teams selected from the Officers and non-commissioned officers and men of the Garrison respectively. Play will commence at 10.30 a.m.

MR. SANDFORD FLEMING, C.M.G., the eminent Canadian civil engineer, is about to inspect Kamloops, in British Columbia, on the Pacific coast. The inspection is said to be connected with the scheme to lay a cable across the Pacific Ocean between British Columbia and Japan, thereby securing a direct telegraph line from Europe to India, China, and Japan, over British territory.

CARVING is certainly no easy task for those who know nothing about this rare and most desirable accomplishment. One of our clever young men when out at dinner the other night, was invited to carve the turkey, and before the knife was finally taken from him he had upset a glass of water, wrenched his shoulder, shot the bird across the table into a lady's lap, and nearly jabbed a man's eye out,—and it wasn't a tough bird either.

ATTEMPTED MURDER AND SUICIDE IN HONGKONG.

One of the most sensational tragedies associated with this colony for many years past was enacted about 4 o'clock this morning in one of the haunts of public vice in Gage Street, resulting in the mortally wounding of the victim of insane jealousy, and the death of the would-be murderer by his own hand. The facts of the case are briefly as follows:—

No. 6 Gage Street is the residence of Miss Sallie Clark, a well known and popular member of the soiled dove sisterhood, the other residents in this "bower of bliss" being Miss Kitty Rivers, Miss Francesca Berger, and another young person with whose *nom de course* we are not acquainted. Miss Berger, who is of German birth, originally came to Hongkong about fourteen years ago with a *posé plastique* troupe, and since then has been well known both here, in Shanghai and also in Japan. Although said to be a woman of great culture and natural abilities, in addition to possessing pleasing manners and considerable personal attractions, Miss Berger has for some months past been on the downward line, owing to having given way to habits of intemperance, which led to several rather discreditable appearances at the Police Court for riotous conduct. It appears that this unfortunate woman became associated some time back with Mr. John Drewes, employed as a pilot on the Canton River in connection with the well known line of coasting steamers flying the local flag of Messrs. Siemssen & Co., and gradually commenced to lose *caste* amongst her sisters in misfortune. She then lived in Wyndham Street, but after figuring on two or three occasions before the magistrates in company with Mr. Drewes, she seems to have got into hot weather with her landlord, and was eventually indebted to Miss Sallie Clark for a home at No. 6 Gage Street.

Mr Drewes has been Miss Berger's special friend for some time, and it is reported, has of late frequently evinced strong symptoms of unreasoning jealousy when the fair Francisca was engaged with other worshippers at the shrine of Venus. An officer on board the German corvette *Stosch* has been paying Miss Berger some delicate attentions, and this, it is alleged, had excited Drewes to madness. However, during the course of last night Drewes called at No. 6 Gage Street, desired to see Miss Berger, and stayed for a considerable time, chatting with the inmates. At that time Drewes is said to have been perfectly sober, and when he left the house, as he said to pilot a vessel up to Canton, he seemed on most friendly terms with Miss Berger. About midnight he again returned to the house, but only made a short stay as Miss Berger—for reasons which we need not enter into here—was unable to see him. It would seem that the result of this last visit must have aroused the jealous feelings which slumbered in his breast, for he went home to his lodgings, armed himself with a revolver and returned to the house. Gaining admittance, Drewes was ushered into the dining room where he was quickly joined by Miss Clark, Miss Rivers, and Miss Berger. Drewes said he was hungry and was served with a glass of ale and some sandwiches. Miss Clark, who was dressed in walking costume, preparatory "to making" an early morning call, wished Drewes good-bye and was leaving the room when he asked her to play a little music before she left. Miss Clark complied with the request and played a few bars of a German melody, both Drewes and Miss Berger accompanying with their voices. And then without a word of warning Drewes drew his revolver and aiming at Miss Berger fired point blank, the shot taking effect in her neck, and inflicting a dreadful wound. With a scream the unfortunate woman fell to the ground and Drewes immediately turned the muzzle of the revolver to his own mouth and discharged the weapon twice, falling dead on the spot.

The police were at once communicated with, and Inspector Quincey had the body of the deceased removed to the Government Civil Hospital. Miss Berger was in a state of insensibility for a few minutes but gradually recovered consciousness. She was quickly attended to by the Colonial Surgeon, who had her removed to the hospital in an ambulance shortly after ten o'clock this morning. Miss Berger's wound is a very severe one, and as the bullet has not yet been extracted, although Dr. Ayres has probed for it, and as paralysis of the limbs set in early in the day, probably indicating a spinal injury, there is grave reason to fear that it will prove mortal.

A Coroner's inquiry into the sad business was commenced this afternoon, the results of which have not yet reached us.

THE "MINARD CASTLE" CASE.

It will be remembered that at the Marine Court held here in April last, to inquire into the cause of the loss of the steamship *Minard Castle*, Captain Skinner's certificate was suspended for a period of nine months. On his arrival in Scotland, Captain Skinner appealed to the Board of Trade with the result that his certificate was ordered to be returned to him on September 1st. The following correspondence speaks for itself:—

Rose Hill,
Gourock, 24th July, 1883.

To the Right Hon. Joseph Chamberlain,
President of the Board of Trade, London.

Right Hon. Sir,—I have the honor to beg you to examine the enclosed press report of the evidence brought out at the inquiries held by the Marine Court at Hong Kong, on the 21st April last, in reference to the loss of the steamship *Minard Castle*, of London, then under my command, and for which the Court adjudged my certificate to be suspended for a period of nine months, and I base my application for a remission of the sentence on the following: 1st. That in accordance with the sworn testimony of Lieutenant Belam, H.M. surveying officer on board H.M.S. *Magpie*, the vessel struck on a rock *not* marked on the chart, and therefore in law and equity I should not be held responsible. 2nd. That the actual position of the rock is marked on the chart "dries at low water," and is according to the same high authority no less than 345 feet out of position, narrowing a narrow channel that distance, which is one of the principal approaches to the port. 3rd. That the rock on which my vessel struck was proved to be a further distance to the south eastward of 75 feet from the incorrectly placed rock, making in all a distance of 420 feet in which this important channel was narrowed by this great error. I would mention the case of the steamer *Corea* lost some 16 years ago off Breaker Point under somewhat similar circumstances, and in which the captain was exonerated from blame although there was actual doubt at the time as to whether it was really an unknown danger. Further, in the case of the *Cybell* the captain at Singapore was held free from blame under similar circumstances, although the rock his steamer struck was only a few feet from the Raffles rock. With regard to the subsidiary question of my leaving the deck in charge of a qualified Board of Trade master, I likewise question any imputation of carelessness or indifference on my part. My whole career of about fifteen years' command of ships in the British mercantile navy is in itself, I submit, sufficient testimony in refutation; but as a matter of fact it was shown that I gave this fully competent officer a point of land to steer by which is the simplest method of nagivation possible, and which, if followed, would have prevented the disaster. That a captain under such circumstances should be held responsible in the manner followed by the Court at Hongkong is, I believe, without precedent, and it seems to me very hard that I should be deprived of the means of earning a livelihood for myself and family for such a long period through an accident for which I do not think I am to blame. Trusting, after full consideration, you will see fit to cause a remission to be made on this severe sentence,—I am, right honourable sir, your most obedient servant,

R. SKINNER.

Board of Trade (Marine Department).
Whitehall Gardens, S. W., 10th August, 1883.

Sir,—Referring to your letter of the 24th ultimo, applying for a remission of the sentence of nine months' suspension of your master's certificate passed by the Court of Inquiry in the case of the *Minard Castle*, and to the reply from this Department of the 4th instant, I am directed by the Board of Trade to inform you that, having regard to the fact that the rock upon which the vessel struck was not accurately marked on the chart, and to your previous character, they have requested the Registrar-General of Seamen to return you your certificate on the 1st September next, on your application.—I am, sir, your obedient servant,

THOMAS GRAY.

To Mr. R. Skinner, Rose Hill, Gourock.

LOSS OF THE BRITISH SHIP "G. C. TRUFANT."

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry was held at the Harbour Master's office yesterday to investigate the causes which led to the abandonment and loss of the British ship *G. C. Trufant*. The Court was composed of Captain H. G. Thomsett, R.N., (President); Lieutenant George W. Balliston, R.N., Navigating Officer, H.M.S. *Victor Emanuel*; Captain Pearne, R.N.R., master of the British steamer *Arabic*; Captain Watson, master of the *Charles Bal*; and Captain Dester, master of the British ship *Lothair*. The following brief summary of the proceedings gives the gist of the enquiry:—

The *G. C. Trufant*, official number 70,696, 1,529 tons register, was commanded by Gamaliel Thomas, whose certificate, obtained at Sunderland on January 1st 1864, is numbered 30,189.

Some rather peculiar facts were elicited during the enquiry which are worthy of attention. The *G. C. Trufant* left Hongkong harbour on August 27th, bound for New York, with a full cargo. In addition to one passenger, who was formerly owner of the vessel, there were on board, the master, second mate, boatswain, second boatswain, carpenter, cook, steward, and 16 men and two boys, forming a crew, all told, of 25 souls. *There was no one on board with an English certificate of competency excepting the master of the vessel.* Captain Thomas, it appears, had shipped a first mate at the Harbour office in Hongkong at $50 per month for the run to New York, but the mate, whose name is John Wareham, failed to turn up, and the ship left without him. The master afterwards appointed Mr. Flint, the boatswain, to the position of mate, and a seaman named Madison was made second mate, and put on the ship's Articles as acting in that capacity. It is noteworthy that neither of these two men had any certificate entitling them to hold such positions.

Captain Thomas admitted in his examination that he had not shipped Madison at the Harbour Master's because he knew he had no certificate and consequently would not be shipped there.

Everything seems to have gone all right with the *G. C. Trufant* until the morning of September 7th, about half an hour after midnight, when she ran on the Fiery Cross Shoal, in the China Sea, which was supposed by the skipper's reckoning to be some fifty miles distant. The vessel remained on the shoal about half an hour when she slid off and was put to the southward until 5 o'clock when she was headed to the northward, close to the shoal for the purpose of verifying the ship's position. The master finding that the shoal agreed with the description of the Fiery Cross Reef and also that his vessel was making water very rapidly, although the pumps were kept constantly going, determined on running for Port Barton in the N.W. part of the Palawan Island. The ship was accordingly run into Port Barton and beached on a soft bottom. The master, passenger, and eight men then started for Manila in one of the boats for assistance, and the balance of the crew followed them shortly afterwards in the ship's boats, the vessel at the time they left, having some nineteen feet of water in her hold. No lives were lost.

The following is the official finding of the Court:—

FINDING.

We find that the British ship *G. C. Trufant*, official No. 70,696, of which Gamaliel Thomas, No. of whose certificate of competency is 30,189 was Master, struck on the Fiery Cross Reef in the China Sea on the 7th September 1883, at 12.30 a.m. that she was backed off, making water, which, rapidly increasing, determined the master to run for the shore, and ground the ship Port Barton in the N.W. part of the Palawan Island was chosen, and the vessel was grounded there on the 11th of September, having about 19 feet of water in the hold.

We are of opinion that the grounding of this ship on the Fiery Cross Reef, is to be attributed to the vessel's meeting with an unexpected and unnatural South-Easterly current.

We attach no blame to the master for the loss of the vessel, and we are of opinion that he did all a prudent man could do for the ship and safety of the crew.

From the evidence, it appears that the master left this port in the British ship *G. C. Trufant* without having at least one officer, besides himself, possessing a valid certificate, appropriate to the grade of only mate therein, or to a higher grade.

As the loss of the ship cannot be attributed to this breach of the law of the Colony, it is not for this Court to deal with it.

Given under our hands at Hongkong, the 23rd day of October, 1883.

H. G. THOMSETT, R.N.,
Stipendiary Magistrate.
GEORGE W. BALLISTON,
Lieutenant, R.N.,
W. G. PEARNE, R.N.R.,
Master O. & O. S. S. *Arabic*.
W. J. WATSON,
Master British Ship *Charles Bal*.
F. W. DESTER,
Master British Ship *Lothair*.

THE MADAGASCAR DIFFICULTY.

The following letter from a correspondent in East Africa, and other correspondence, published in the *Times*, fully explain the differences which for a time existed between the British and French authorities owing to the policy pursued by the late Admiral Pierre in bombarding Tamatave, and the somewhat severe measures he adopted towards British subjects in that port, and will be found especially interesting to the Hongkong community on account of the admirable part taken in a situation of great delicacy and responsibility by our late esteemed Governor, Sir John Pope Hennessy:—

"My dear Sir,—The enclosed have, no doubt, reached the French Government, but have probably not been published. It may be well to make them known in the interests of peace. The peaceful relations of England and France are in danger in this part of the world, for the naval officers of both nations have taken sides very bitterly in this Madagascar affair. Fortunately, as you will see, the Mauritius authorities have not joined in the belligerent spirit of the British navy, and have averted a rupture with Admiral Pierre. It is very lucky that they have maintained a neutral and courteous attitude towards the French, while entertaining Admiral Hewett and his officers. It is, as you will see, to a Colonial steamer that we owe the return of 90 British subjects from Tamatave. The enclosed letters exchanged between Captain Johnstone, the Governor of Mauritius, and Admiral Pierre will give you an idea of the violence of the crisis which has passed over, and both the French and English Governments may be congratulated on the wisdom they have shown, if, as we learn to-day, the question is now settled between them."

The letters inclosed are as follows:—

"Her Majesty's ship *Dryad*, at Tamatave, June 20th, 1883. Sir,—By a detailed account I have been informed that Tamatave has been bombarded by two of the ships under your orders, without any warning given, and without any apparent respect for the safety or property of the foreign residents; also that property of British subjects has been injured." While receiving this intelligence with every possible reserve, it is my duty, Sir, again to protest against any damage being done to British subjects or their property, and especially against fire being opened on the places in which they reside, without due notice being given, according to prevailing custom. I have, &c.—C. Johnstone, Commander. Le Contre-Amiral Pierre, commandant en chef la Division Navale de la Mer des Indes."

"Tamatave, 20th June, 1883. M. le Commandant,—In reply to your letter of the 20th of June, it is my duty to tell you that I do not acknowledge any right on your part to act as the mouthpiece *(interprète)* of the inhabitants of Tamatave, of whatever nationality they be, as regards the claims which these inhabitants may think they have a right to make against the French Government, for damages arising from the war. I further declare to you that I have myself no authority to receive and entertain such demands, and still less to proceed to a verification so intricate *(épineuse)*. These affairs can only be treated diplomatically between Government and Government. I shall, therefore, receive no further letters from you on this subject. Accept, &c.—Rear-Admiral Pierre. To the Commander of Her Majesty's corvette *Dryad*, at Tamatave."

"Tamatave, 20th June, 1883. M. le Commandant.—By your letter of the 20th instant you take the liberty of protesting against the war operations carried out by the vessels under my command without (my) having warned you beforehand, and even without having warned anybody. Learn, M. le Commandant, since you seem to be unaware of it, or to have forgotten it, that all the Consuls interested were warned by me, on the 1st of June, of the commencement of the present hostilities. No foreigner has the right to ask a belligerent to reveal his secrets and projects. I therefore consider your protest as null, and valueless *(non avenue et de nulle valeur)*. I warn you that I shall receive no further similar letters from you. Receive, &c.—Rear-Admiral Pierre. To the Commander of Her Britannic Majesty's corvette *Dryad*, at Tamatave."

"Tamatave, 20th June, 1883. M. le Commandant.—I am sorry to see that you are irritated at the measures which your repeated acts of opposition have forced me to take. You might, nevertheless, have expected them after so many significant warnings; which warnings you have perfectly understood, seeing that you have excused your non-compliance *(écarts)*. But you have persisted. This irritation is such that you are forgetful to the extent of asserting that the motives of the measures I have ordered lack entirely any justification *(exactitude)*. To demonstrate this asserted absence of justification, you will require, M. le Commandant, (1) to prove that you did not make it requisite to repeat to you three times, on the 2nd June, 6th June, and 8th June, the request to withdraw from the French line of attack, before acceding to it *(Columbrier)*. (2) To prove that you did not write to me on the 17th of June a letter laying claim to meddle *(vous immiscer)* with the course of justice, and enter into communication with prisoners in close confinement *(en secret)*. (3) To prove that you did not write a letter to me on the 18th of June, specifying the functions assigned by you to the officer placed near Mr. Pakenham, to "carry out" *(expédier)* the correspondence with (the district) outside Tamatave, the part for which Mr. Pakenham had not ceased to be Consul. (4) To prove that the officer, Lieutenant Knowles, did not write on June 16th to the mayor of Tamatave in Mr. Pakenham's name, a letter signed by himself, as officer of the *Dryad*, asking permission for certain services of Mr. Pakenham to reside there; thus substituting himself for the last named in a perfectly personal, and in no wise consular matter. (5) To prove that you did not write on June 20 to the Commandant a letter asking for the explanation

The Hongkong Telegraph.

No. 543. WEDNESDAY, OCTOBER 24, 1883. SIX DOLLARS PER QUARTER.

For Sale.

SHOOTING SEASON
1883-1884.

LANE, CRAWFORD & Co.,
HAVE RECEIVED THEIR ASSORTMENT
of
SPORTMENS' AMMUNITION AND SUNDRIES,
comprising:—

SPORTING GUNS, in newest styles, in Cases Fitted.
ELEY'S NEW METAL LINED and other CARTRIDGE CASES.
WHITE, GREY, and GREASE PROOF WADS.
CYLINDRICAL WIRE CARTRIDGE CASES.
CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUN-POWER.
Re-capping, Loading, Ramming and Turnover MACHINES.
CARTRIDGE BAGS and BELTS.
GAME BAGS.
SHOOTING BOOTS.
POWDER and SHOT MEASURES and FLASKS.
DOG WHISTLES and WHIPS.
REVOLVERS, by best English and American Makers.
TINNED PROVISIONS for SHOOTING TRIPS.

LANE, CRAWFORD & Co.
Hongkong, 17th September, 1883. [340

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDINGS,
HAS FOR SALE.

A FINE ASSORTMENT of
WHITE AND RED
BURGUNDIES,
GRAND HERMITAGE,
CHAMBERTIN,
POMMARD,
RICHEBOURG,
CHABLIS,
Pints and Quarts.
OLD PORT,
SHERRY,
WHISKEY,
COGNAC,
ASSORTED
LIQUORS AND SYRUPS,
PERFUMERY,
&c., &c., &c.
Hongkong, 17th October, 1883. [780

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.
ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [470

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND...Tls. 318,235.56

TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883.....Tls. 968,235.56

DIRECTORS.
F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH,
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 25th May, 1883. [85

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL...$833,333.33
RESERVE FUND..... $70,858.27

BOARD OF DIRECTORS.
LEE SING, Esq..... | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHEK NUNG, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [670

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on
SATURDAY,
the 27th instant, at ONE O'CLOCK, at No. 110, Queen's Road East,
SUNDRY HOUSEHOLD FURNITURE, the Property of Inspector J. SWANSTON.
TERMS.—Cash.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 23rd October, 1883. [799

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions from the MORTGAGEE to Sell by Public Auction, on
MONDAY,
the 5th November, 1883, at TWO O'CLOCK P.M., at the Premises,
A VALUABLE LEASEHOLD PROPERTY, SITUATE IN
HOLLYWOOD ROAD,
Victoria, in the Colony of Hongkong.
Comprising:—

All those Pieces or Parcels of GROUND Registered in the Land Office as Subsection No. 1 of Section A of INLAND LOT No. 90, and Section C of INLAND LOT No. 90 with the Messuages or Tenements thereon being Nos. 83, 85, 87, 89, 91 and 93, Hollywood Road, as the same Premises are held for the residue of a term of 75 years and for the further term of 924 years subject to the payment of the due proportions of the rents and to the performance of the Covenants and Conditions reserved by and contained in the Crown Lease of the whole of the said Inland Lot No. 90, and the extension thereof.

The Property is sold subject to the existing lettings thereof respectively.

For Further Particulars of the Property and Conditions of Sale, apply to
BRERETON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to
J. M. GUEDES,
Auctioneer,
Hongkong.
Hongkong, 19th October, 1883. [785

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [606

NOTICE.

THE Undersigned have been appointed Agents of the CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

ARNHOLD KARBERG & Co.
Hongkong, 19th October, 1883. [786

Intimations.

HONGKONG RACES,
1884.

THIS MEETING will take place on (WEDNESDAY, THURSDAY, and FRIDAY), the 20TH, 21ST, and 22ND FEBRUARY, 1884.

Gentlemen having suggestions to offer or presentations to make are invited to communicate with the Clerk of the Course on or before the 27th instant.

THE HONGKONG DERBY, 1884.

The HONGKONG DERBY, a Sweepstakes of $20 each, half forfeit if declared on or before the date of closing entries, with $100 added for 1st Pony and $50 for 2nd. For all China Ponies, *bond fide* Griffins at date of entry, (SATURDAY, 19TH JANUARY, 1884.) First Pony, 70 per cent.; Second Pony, 20 per cent.; Third Pony, 10 per cent. Weight 10st. 10lbs. One Mile-and-a-half. Nominations close on WEDNESDAY, 19TH DECEMBER, 1883, addressed to the Clerk of the Course, at the Hongkong Club.

By Order,
H. J. H. TRIPP,
Clerk of the Course.
Hongkong, 16th October, 1883. [777

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five per cent. on Contributions and a DIVIDEND of EIGHTEEN DOLLARS and TWENTY-NINE CENTS per SHARE for the year 1882, will be Payable on MONDAY, the 22nd instant.

Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 22nd October, 1883. [794

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [673

LOST.

ON BOARD the River Steamer "POWAN," an IRON TRUNK containing BOOKS, PAPERS, CLOTHING, &c.

The above has probably been taken away by mistake by some Passenger, and the OWNER will feel greatly obliged by its being RETURNED on board the Steamer as early as possible.
Hongkong, 9th October, 1883. [759

Intimations.

SAYLE & CO.'S
SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS, VELVETS, SATINS,
&c., &c., &c.

SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.
Hongkong, 8th October, 1883. [730

ROSE & CO.

HAVE JUST OPENED.

NEW BLACK, AND COLORED SILKS.
FRENCH BROCHE GAUZES.
COLORED SILK VELVETS AND VELVETEENS.
STAMPED VELVETS AND VELVETEENS.
BLACK VELVETS AND VELVETEENS.
NUNS' VEIL CLOTH in all New Shades.

BLACK & COLORED CASHMERES.
CASHMERE, SILK, AND BEADED JERSEYS.
BOYS' JERSEY SUITS.
KID AND SUEDE GLOVES.
ALSO
THE NEW JERSEY SUEDE GLOVES.
LACES, FEATHERS, FLOWERS, &c.
LADIES' FELT HATS.
PARIS MILLINERY AND TRIMMED HATS.
MANTLE, FISHUS AND CHENILLE CAPES.
&c., &c., &c.

ROSE & Co.,
31 AND 33, QUEEN'S ROAD.
Hongkong, 22nd October, 1883. [716

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.
WALDTEUFEL ALBUM.
MUSICAL FAVORITE.
SUNSHINE OF SONG.
SILVER WREATH.
LA CREME DE LA CREME.
ROBERT FRAUN'S ALBUM.
SCOTTISH SONGS.
MOORE'S IRISH MELODIES.
GERMAN SONGS.
SILVER CHORD.
MUSICAL TREASURE.
SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.
THE POLYOPTICON!

W. BREWER,
QUEEN'S ROAD.
Hongkong, 6th October, 1883. [784

F. VINCENOT
HAS FOR SALE.

FENARD BUTTER, in Bottles.
ANISETTE DE BORDEAUX, qts. & pts.
ANISETTE DE BORDEAUX, { Stone Bottles, qts. & pts.
DUTCH CURACAO, { White & Orange Dry, quarts and pints.
GOLD LIQUOR (Eau d'Or,) quarts and pints.
EAU-DE-VIE DE DANTZIG, " "
CACAO CHOUVA A DA VANILLE.
CACAO A LA VANILLE.
PRALINE GRILLEES A LA VANILLE.
NOYAU DES ANTILLES.
MEUTHE GLACIALE.
CREME DES YLES,
CHAMPAGNE MOUET & CHANDON, pints.
CHAMPAGNE VVE. CLIQUOT, pints.
ORANGE BITTERS, quarts and pints.
FRENCH BEER (VELTEN).
VICHY WATER CELESTIN, Grande Grille.
" " HAUTERIVE, Hopital.
" " PARC, Mesdames.
" " CHOMEL.
FRENCH WHITE SOAP.
" TOBACCO CAPORAL SUPERIOR.
" " " ORDINAIRE.
ALSO A LARGE VARIETY OF FRENCH WINES, PRESERVES, &c., WHOLESALE & RETAIL. AN INSPECTION IS SOLICITED. PRICES & SAMPLES ON APPLICATION.

F. VINCENOT, No. 24, Praya Central.
Hongkong, 12th October, 1883. [772

INTIMATION.

UNDER the heading "Exhibits to the Cork Exhibition, Ireland," "THE CORK CONSTITUTION, No. 13,025, dated Saturday, July 14th 1883, says:—

MESSRS. TURNBULL JUNR. & SOMERVILLE,

"Valletta, Malta, exhibit in a tastefully arranged case, samples of their famous 'Kaisar-I-Hind' Cigarettes, and inasmuch as a revolution in the habit of smoking is now setting in, this exhibit should prove attractive to all lovers of the 'fragrant weed.' Instead of strong Tobacco often used in too strong pipes and full flavoured Cigars, the mild Cigarette is rapidly coming into vogue. Those now on view in the Exhibition are highly spoken of by the Press, vendors, and smokers."

SOLE AGENCY,
"NOVELTY STORE,"
MARINE HOUSE, QUEEN'S ROAD.
Hongkong, 26th September, 1883. [731

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"ARABIC,"
will be despatched for San Francisco, *vid* Yokohama, with the option of calling at Honolulu, on SATURDAY, the 27th October, at THREE P.M.
To be followed by the Steamship "OCEANIC," on the 17th November.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.

F. E. FOSTER,
Agent.
Hongkong, 22nd October, 1883. [2

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM ANTWERP.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

A General Average Bond will have to be signed by the Consignees before delivery of Goods.

THOS. HOWARD & Co.,
Agents.
Hongkong, 23rd October, 1883. [797

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 31st October, will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 8th November.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd October, 1883. [798

Intimations.

NOTICE.

In the Matter of a Deed of Assignment and Trust by LEONG ON otherwise LEONG HOK CHAU of Victoria, in the Colony of Hongkong, Compradore.

NOTICE is hereby given that in pursuance and by virtue of the above mentioned Deed the Undersigned are duly appointed Trustees of the ESTATE and EFFECTS of the said LEONG ON.

Creditors and others are hereby requested to send in their CLAIMS against the above Estate to the Undersigned on or before the 12th day of November, 1883, otherwise they will not be included in the scheme of distribution.

All Persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 13th day of October, 1883.

CHIU U TIN.
KWOK TUN.
LO TSZ CHUNG.
LI TAK CHEONG.
782]

NOTICE.

In the Matter of a Deed of Assignment and Trust by LEONG YAT SAU otherwise MING KEE of Victoria, in the Island of Hongkong, Accountant.

NOTICE is hereby given that in pursuance and by virtue of the above mentioned Deed the Undersigned are duly appointed Trustees of the ESTATE and EFFECTS of the said LEONG YAT SAU.

Creditors and others are hereby requested to send in their CLAIMS against the above Estate to the Undersigned on or before the 12th day of November, 1883, otherwise they will not be included in the scheme of distribution.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 13th day of October, 1883.

CHIU U TIN.
KWOK TUN.
LO TSZ CHUNG.
LI TAK CHEONG.
783]

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through *rates to* CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship
"BERENICE,"
Captain P. Crillovich, will be despatched as above on SATURDAY, the 27th instant, at NOON.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 20th October, 1883. [790

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

FOR SHANGHAI.

THE Steamship
"LIBAN,"
Condolle, Commander, due here on the 23rd instant, will have quick despatch for the above Port.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 19th October, 1883. [754

UNION LINE.

FOR YOKOHAMA AND HIOGO.

THE Steamship
"CAIRNSMUIR,"
Captain Castle, due on or about the 26th instant, will have immediate despatch for the above Ports.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 20th October, 1883. [789

GEO. R. STEVENS & Co.'s LINE.

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIAN PORTS, NEW CALEDONIA and FIJI.)

THE Steamship
"EUXINE,"
Captain Peters, will be despatched as above, on MONDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 20th October, 1883. [791

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI).

THE Eastern and Australian Steamship Company's Steamer
"CATTERTHUN,"
will be despatched as above on or about WEDNESDAY, the 31st instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th October, 1883. [773

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship
"LIBAN,"
Condolle, Commander, will sail on or about the 7th November, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The Line is noted for its *Cuisine* and Beer and Table Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 8th October, 1883. [754

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 L. I. British Ship
"CHARLES BAL,"
Watson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 3rd October, 1883. [744

FOR NEW YORK.

THE A. 1. British Ship
"LOTHAIR,"
Boulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, 3rd October, 1883. [743